

BETTER SCHEME THAN MR. BRYAN'S

Improve Waterways and Regulate Transportation.

Comparison Between Industrial Classes in United States and Great Britain.

SOON HAVE HUNDRED MILLION.

Washington, Sept. 18.— If Miss Democracy is a bit disappointed that Mr. Bryan should bring her as his chief gift on his return from foreign travel nothing more alluring than his advocacy of the government ownership of railroads proposition, which she feels does not well become her, it remains to be seen whether he will tactfully withdraw it to be placed in a dim political garret with certain other family relics. As a partisan issue calculated to dominate a future platform, Mr. Bryan himself must be disappointed, to put it mildly, at the rapidity with which such prominent Democrats as John Sharp Williams have declined acquaintance with the subject. That the government ownership policy, however, in a somewhat unexpected and unpartisan manner, will not be without effect on the action of the next congress, is not doubted since local politicians have been quick to recognize that many of the ideals which Mr. Bryan seeks are to be found through such increased appropriations for the improvement of the rivers and harbors of the country as will enable the government to complete improvements necessary to a national system of cheap water transportation, which will act as an efficient regulator. Since the means which Mr. Bryan has advocated for just these ends have not been cordially received, it is generally admitted that the alternative offered in waterways improvements will now gain added support. The national rivers and harbors congress, which is laboring to bring about the necessary increased appropriations, makes its strongest argument on the ground that an adequate system of water transportation, heretofore lacking through lack of money, would at once be the best possible cheaper and regulator of rates. Perhaps the most anomalous feature of the whole situation lies in the fact that, while Mr. Bryan put forward his government ownership proposition as a purely Democratic doctrine, the cause of waterways improvements, which it is expected will derive so much benefit from it, is essentially non-political receiving support from Democrats and Republicans alike.

Industrial Classes.

While the cry for more settlers continues unabated from many parts of the country, Uncle Sam meanwhile being busy with his immigration laws to insure a desirable class, economic and social developments in the united kingdom indicate that emigration from it is going to increase largely in the future. Whether the United States can obtain these homeseekers is, of course, another question; but the experience of Dr. Bristol, of this city, who has just returned from a comparative investigation of the conditions under which the working man lives in Scotland, indicates that more and more homeseekers are anxious to leave Great Britain. Judging by Dr. Bristol's statements, a Republican campaign committee could not find enough to enthrone over among the united kingdom's laboring classes to furnish material for one page of campaign literature. The working man

there is dissatisfied with his environment and naturally wants to get away. Practically there is no comparison between the conditions under which workingmen live in Scotland and the United States. In speaking of the former country, Dr. Bristol says: "Just as in America hopefulness and ambition is the dominating note, there despondency marks the whole attitude of the people. In many great cities drunkenness is so nearly universal as to pass without comment or thought of arrest." While this will mean increased emigration, there is evidently something rotten somewhere, and an interesting light is thrown on the situation by a prominent British financial expert, who predicts a loss of from \$250,000,000 to \$500,000,000 in the next ten years through municipal securities. Indeed, it is becoming plainer that the reaction is coming, since the slogan of public ownership is not so loudly shouted as formerly. In Glasgow, where the one idea has been to municipalize everything, the policy, aside from financial loss, has resulted in a city of crowded tenement dwellers who live under conditions which would not be tolerated by the American workingman. Nor does the effect seem to have been confined to Glasgow; for the parades in London of thousands of unemployed, asking not alms but work, are still fresh in memory. Altogether there seems to be a dissatisfaction on the part of the British workingman with existing conditions, which, in the light of Dr. Bristol's investigation will result in an increasing number of immigrants to this country from the island kingdom. The United States seems to be a common mecca, a fact which shows that there was more truth than poetry in Uncle Joe Cannon's remark that this is a very fine country—or words to that effect.

A Toothless Race.

Are Germans to become a toothless race? Is beer drinking conducive to bad teeth? These are the questions which naturally arise from the interesting report just received from Consul General Guenther at the state department relative to the teeth of school children in Germany. According to these figures, the little German, while he may be long on imperialism and an inherited ability to consume beer, is decidedly short on good masticators, for they show that of the 31,720 teeth belonging to the 1020 school children examined, only 3,047, or less than one-tenth is sound. The boys seem to have a little the better of the situation, for in their case the results show 12,826 defective teeth against 2,116 sound ones, about one in six being good. With the girls, 15,747 defective teeth were found against only 931 sound ones, giving the inspired ratio of 16 bad ones to one good one. Of the 482 boys examined, only 19 had undefective sets of teeth, while of 558 girls only 16 were similarly equipped. Among the 482 boys, 397 sets of teeth were unfit for the mastication of food, and 396 children showed constitutional ailments due to poor teeth. The total results showed 90 per cent of defective teeth, with only 10 out of 1020 children having sound sets. Truly Germany would seem to be an overlooked mecca for the dentist.

Candy Inspector.

For those who, preserving a sweet tooth, feel that to satisfy their desire and at the same time secure a very fair salary by so doing would just about suit, Uncle Sam is at present offering an opportunity for fulfilling an ideal on the order of that which in childhood has animated not a few to believe that the quintessence of happiness, manhood reached, would be found in the possession of a candy shop with a consequent unlimited consumption of his goods. In other words, the government wants a confectionery examiner who shall pass on the merits of candy, chocolate and the like, and for the services of this important individual it is willing to pay a salary of \$1,800 a year. Whether or not this is a sufficient sum to recompense the expert for the probable loss of digestion, remains to be seen, although it is reported that the consumption of candy has increased throughout the country on account of the fact that candidates for the job are training their hardest for the examination, which occurs on the last of the month.

100,000,000 Soon.

The country is progressing steadily towards the 100,000,000 mark in population. The estimate of the treasury department just given out for the entire population on September 1 places the figure at \$4,693,000, for each one of whom there was \$32.59 in circulation.

In these days of rush and hurry courtesy is often forgotten. In the mad, pell mell rush of our life little things are done to offend that we rather remained undone. A hastily eaten meal and its resultant headache may cause us social or financial loss. The wise man or woman is the one who relieves little ills of this sort by a little dose of Kodol for Dyspepsia. It digests what you eat. Sold by Lang Bros.

CITY ORDINANCES

AN ORDINANCE PROVIDING FOR THE CONSTRUCTION OF JARRET STREET BY GRADING AND GRAVELING FROM A POINT WHERE SAME INTERSECTS SIDE OF POWELL STREET TO A POINT WHERE SAME INTERSECTS SIDE OF BRIDGE STREET, IN THE CITY OF PADUCAH, KENTUCKY.

BE IT ORDAINED BY THE GENERAL COUNCIL OF THE CITY OF PADUCAH, KENTUCKY.

Section 1. That Jarret street, from a point where same intersects the property line of Powell street, to a point where the same intersects the property line of Bridge street, in the city of Paducah, Kentucky, be and the same is hereby ordered to be constructed of good merchantable gravel suitable in all respects for such construction; all to be done in strict accordance with the plans, grades, specifications, widths and profiles of the city engineer, made and provided by him for such purpose, all of which are adopted as a part of this ordinance as fully as if embraced herein or attached hereto and made a part hereof, and are marked "A" for more specific identification.

Section 2. That said work shall be constructed under the direction of the board of public works and the supervision of the city engineer, and shall be commenced at a time designated by contract for the performance of said work, and completed on or before December 31, 1906, after the passage, approval and publication of this ordinance.

Section 3. The cost of such construction of said streets shall be paid for by property owners abutting or fronting thereon on both sides thereof, to be apportioned to and assessed against the property and property owners abutting thereon on both sides thereof, according to the number or front feet abutting thereon, except the city of Paducah shall pay the entire cost of all intersections of streets and public alleys, if any such there be.

Section 4. The contractor awarded the contract for the work herein provided for shall be paid only upon estimates furnished by the city engineer, and approved by the board of public works in accordance with the terms of the contract made by the contractor awarded said contract and the city of Paducah for said work, and in no other way.

Section 5. This ordinance shall take effect from and after its passage, approval and publication.

Adopted August 20, 1906.
GEO. O. M'BROOM, President Board of Councilmen.

Adopted September 6, 1906.
O. B. STARKS, President Board of Aldermen.

Approved September 7, 1906.
D. A. YEISER, Mayor.

Attest:
HENRY BAILEY, City Clerk.

AN ORDINANCE GRANTING TO THE NASHVILLE-CHATTANOOGA & ST. LOUIS RAILROAD COMPANY, ITS SUCCESSORS OR ASSIGNS, THE RIGHT TO CONSTRUCT A SPUR TRACK ACROSS SOUTH SIXTH STREET AND SIDEWALKS OPPOSITE THEREON.

BE IT ORDAINED BY THE GENERAL COUNCIL OF THE CITY OF PADUCAH.

Section 1. The right is hereby granted to the Nashville, Chattanooga & St. Louis Railroad Co., its successors or assigns, to construct a side track or spur track across South Sixth street, and sidewalks thereon between Norton street and Jones street, extending from its tracks as now constructed to its lot between Fifth and Sixth street and Norton and Jones street.

Section 2. Said spur track shall conform to the grade of Sixth street where it crosses same as nearly as possible, so far as practical, and shall be so constructed so as not to interfere with the free flow of water along the gutters, sewers, or culverts on said street; and along the

route as indicated by a profile and blue print filed herewith, and designated on said profile as team track No. 2.

Section 3. Said railroad company shall construct said crossing out of good material subject to the direction of the city engineer, and shall keep said crossing at all times properly repaired and in good condition, so as not to interfere unnecessarily with the use of said street and sidewalk.

Section 4. All ordinances or parts of ordinances in conflict with this ordinance, so far as they conflict herewith are hereby repealed.

Section 5. This ordinance shall take effect from and after its passage and approval.

Adopted September 8, 1906.
GEO. O. M'BROOM, President Board of Councilmen.

Approved September 7.
D. A. YEISER, Mayor.

Adopted September 6, 1906.
O. B. STARKS, President Board of Aldermen.

Attest:
HENRY BAILEY, City Clerk.

THRILLING ROMAN RACES.

Revival of the Sensational Arena Contests of the Days of Nero.

A revival of the old Roman hippodrome races on an elaborate scale is promised as one of the interesting incidental features of the Barnum & Bailey Greatest Show on Earth when it exhibits here September 27. In connection with the Roman chariot and standing races, there will, it is announced, be exciting clown races, obstacle races, pony races with monkey riders; tandem races, high-jumping contests and long-leaping contests with Kentucky and Arabian thoroughbreds, and many other events of interest to genuine lovers of the incitements of the racing-tracks.

A great deal of money, it is said, has been expended upon the Barnum & Bailey hippodrome this season.

The circus performance that precedes the hippodrome races is also, according to preliminary reports, of such an unusually high character as to create a new record in arena achievements. There is a big aerial-automobile sensation; mid-air somersaults by two daring bicycle riders; up-to-date riding, acrobatic and aerial numbers by a company of three hundred European and American artists, including Josie Demott, the only somersault equestrienne; three herds of elephants in a novel battle scene; several new trained-horse acts; a new spectacle allegorically depicting the last days of the Russo-Japanese war, and entitled "Peace," a complete collection of rare wild animals, and many other displays of a novel and infrequently seen character.

Low Excursion Rates via Southern Railway From Louisville, Denver, Colorado Springs and Pueblo, Col., \$36.00 on sale daily to Sept. 30 with return limit of October 31st.

Asheville, N. C., \$15.95. On sale daily the year round good returning within six months.

Low Homeseekers' Rates to many points in the Southeast, West and Southwest on first and third Tuesdays of each month, June to November inclusive.

For additional information, tickets, etc., call on any agents of the Southern Railway or address J. F. Logan, traveling passenger agent, 111 East Main street, Lexington, Ky.; C. H. Hungerford, district passenger agent, 234 Fourth avenue, Louisville; G. B. Allen, A. G. P. A., St. Louis, Mo.

When two strong men come to blows, even if they are well-matched, it is not a pleasing sight, but if the man who gets the worst of it will use DeWitt's Witch Hazel Salve, he will look better and feel better in short order. Be sure you get DeWitt's. Good for everything a salve is used for, including piles. Sold by Lang Bros.

NOTICE TO PROPERTY OWNERS.

Please have your lists. I am working the city and I expect to visit every house in the city myself or cause same to be done by my deputy. Please look over your lists of personal property and value the same at your leisure thereby saving time and annoyances to yourself and us.

J. WES TROUTMAN,
County Assessor.

Good for the cough, removes the cold, the cause of the cough. That's the work of Kennedy's Laxative Honey and Tar—the original laxative cough syrup. Contains no opiates. Sold by Lang Bros.

Notice to Traveling Public:

Please take notice that outbound passenger trains for Cairo and Brookport will not be stopped at Eleventh and Broadway inbound trains will make this stop.

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Illustrated Booklets and Full Information Regarding Rates, Routes, Etc., on Request.



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